LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY

Sound Transit Board Memo

OMSF Site Evaluation

November 2012

SOUNDTRANSIT

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

U.S. Department of Transportation
Federal Transit Administration

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Introduction

This briefing memo evaluates the potential sites for a Link light rail Operations and Maintenance Satellite Facility (OMSF) that are being considered for analysis in the Draft Environmental Impact Statement (DEIS). Staff will brief the Sound Transit Capital Committee at its November 8, 2012 meeting and seek identification of the OMSF site alternatives to be included in the DEIS at the Board Meeting on November 15, 2012.

Project Description

Sound Transit is currently implementing a system-wide expansion of Link light rail transit service throughout its service area. This expansion is part of the ST2 Plan of transit investments approved by voters in November 2008.

The ST2 Plan includes light rail extensions from Seattle to Overlake in Redmond, Northgate to Lynnwood, and SeaTac to Kent/Des Moines. To implement the ST2 expansion, Sound Transit will have to increase its light rail vehicle fleet to approximately 180 vehicles by 2023. The existing light rail operations and maintenance facility (OMF) is located on a 25-acre site south of South Forest Street and west of Airport Way in the industrial area south of Downtown Seattle, and it is configured to serve 104 vehicles. Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs.

Sound Transit and the Federal Transit Administration gathered public and agency comments through an environmental scoping process, which was conducted from September 17, 2012 through October 22, 2102. Two public scoping meetings and one agency/tribal scoping meeting were held to solicit comments on the proposed OMSF sites. More than 100 people attended the public meetings and staff from five agencies attended the agency scoping meeting.

Preliminary Purpose and Need Statement

The project's purpose is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of light rail vehicles identified in the ST2 Plan. ST2's vehicle acquisition and delivery schedule requires additional capacity to be operational by the end of 2020. The OMSF project will:

- Accommodate expansion of the Link system to Lynnwood Transit Center, Overlake Transit Center and Kent / Des Moines;
- Provide efficient and reliable light rail service and minimize system annual operating costs; and
- Support regional long-range plans, including the Puget Sound Regional Council's (PSRC) VISION 2040 and Transportation 2040 plans, and Sound Transit's Regional Transit Long-Range Plan.

The project is needed because the existing OMF site cannot store, maintain, or deploy the vehicles associated with the expanded service called for in the ST2 Plan. Sound Transit cannot provide reliable service without adequate maintenance facility capacity. Approximately 180 vehicles are needed for the ST2 expansion; the existing OMF can store only 104 vehicles. Therefore, to implement ST2 the Link system will require more storage area and greater capacity for necessary service, maintenance, and

inspection functions. Moreover, the storage and maintenance facility must be sited to support efficient and reliable operations and deployment of vehicles to serve the entire Link system.

Alternatives Development

Sound Transit conducted a three part study to identify sites to be included in the Scoping Information Report.

1. Core Light Rail System Plan Review, which looked beyond the operations and facilities needs for ST2 to future expansion of the light rail system to Everett, Tacoma and downtown Redmond.
2. Link OMSF Corridor Analysis, which identified constraints, benefits, and trade-offs of locating the facility in the north, south and east corridors.
3. Identification of OMSF sites in each of the operable light rail expansion corridors and collection of data for each site illustrating land use, environmental and physical site characteristics.

Core Light Rail System Expansion

The Sound Transit Core Light Rail System expansion includes extending light rail to Everett, Tacoma and downtown Redmond. The Core Light Rail System Expansion is a component of the Regional Transit Long-Range Plan (RTP), adopted by the Sound Transit Board in 2005, and it has also been adopted as part of PSRC's Vision *2040* and Transportation *2040* regional plans.

A review and analysis of the operations plan and the operations and maintenance (O&M) facility needs associated with the Core Light Rail System Expansion concluded the following:

- Future ridership demand will require trains to operate every three minutes through the Downtown Seattle Transit Tunnel in the peak periods and every six minutes in the off-peak;
- Four-car trains will need to be operated in the peak periods; and
- A fleet of approximately 300 vehicles will be required to meet the ridership demand.

With the eventual expansion of the core light rail system envisioned in the Long-Range Plan, the operational and fleet requirements result in the need for a total of three O&M facilities. The existing OMF heavy maintenance facility, a second heavy maintenance O&M facility plus one satellite O&M facility. In addition to the existing OMF south of downtown Seattle, one O&M facility will be needed along the north operating line and one along the east operating line.

Link OMSF Corridor Analysis

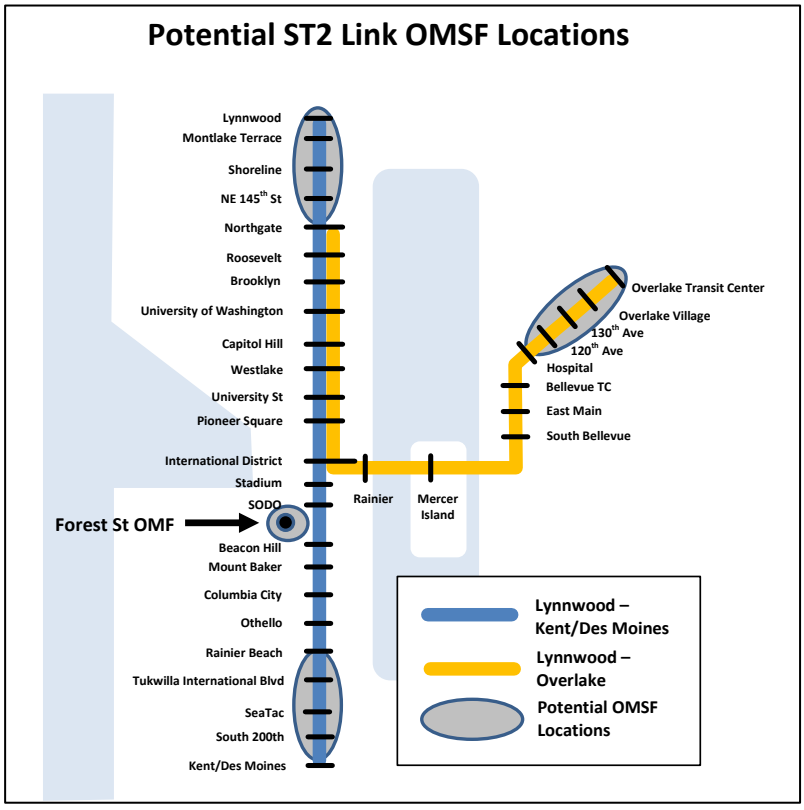
The Link OMSF Corridor Analysis identified constraints, benefits, and trade-offs of locating the facility in the north, south and east corridors to serve the ST2 expansion (see Figure 1), primarily using the operational requirement described below:

- **Operating Cost:** located within a transit corridor that minimizes the system operating costs.
- **Reliability:** the transition of light rail vehicles between the OMSF and the revenue line should not negatively impact revenue operations or the available nightly maintenance window (1:00 a.m. to 5:00 a.m.).

- **Efficiency:** site characteristics and location will minimize excessive vehicle maneuvering to position the trains for morning deployment.

The application of the operational requirements found that sites located in the north and east corridors would meet the operational needs. However, it was determined that locating an OMSF south of the junction where the north-south line and the north-east line meet at the International District Station were found not to be operationally feasible for the following reasons: 1) the time allotted to deploy trains serving the 6:00 am to 10:00 am morning peak period would be exceeded; 2) the four-hour nightly inspection and maintenance window (1:00 am to 5:00 am), when all trains must be off the system, could not be maintained; 3) expansion of the existing OMF does not have capacity (e.g., number of vehicle bays, operator report facility, parts storage and component repair, etc.) to provide the daily and weekly maintenance and inspection needs for the entire fleet of 180 vehicles; 4) there is insufficient property to expand the existing OMF to provide these needs without vacating/closing 6th Ave S. and/or Airport Way, which provides for freight mobility in the SODO industrial area; and 5) if all 180 vehicles were stored on a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service.

Figure 1 Potential ST2 Link OMSF Corridor Locations



Identification of OMSF Sites

The identification of potential OMSF sites for consideration in the EIS was based on physical and operational requirements as well as the need to be consistent with regional transportation plans. The

physical needs of potential sites were defined as: being proximate to an existing or future light rail segment; able to accommodate at least 80 vehicles; having 20-25 acres of usable land; and generally be rectangular in shape. Operational needs were defined as being located within a transit corridor that minimizes the overall system operating costs; not negatively impact the available nightly maintenance window (1:00 a.m. to 5:00 a.m.); and minimize excessive vehicle maneuvering to position the trains for morning deployment. Plan consistency was defined as potential sites being consistent with adopted regional transportation plans including the Sound Transit Regional Transit Long-Range Plan, PSRC Vision 2040, and the Key Strategies of the PSRC Transportation 2040 plan.

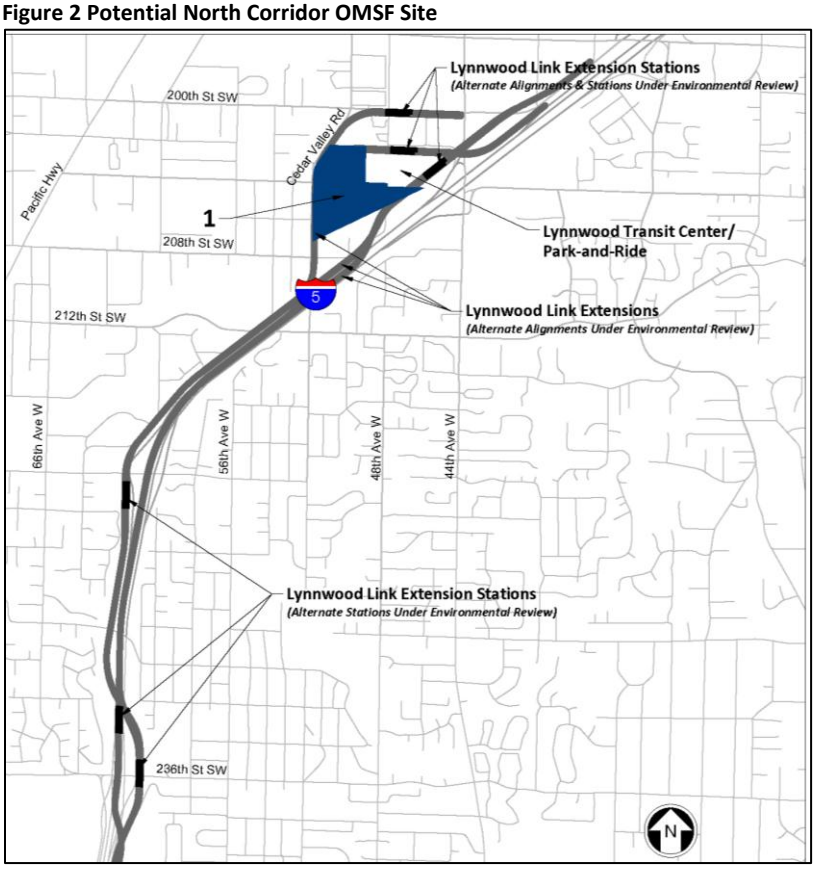
Sites Included in Environmental Scoping

The sites that met the physical, operational and plan consistency requirements were included in environmental scoping. Five sites met the criteria and include one site in the north corridor and four sites in the east corridor. These five sites are described below. The site descriptions are summarized from the OMSF Sites memo, which documents land use, environmental and physical site characteristics. Appendix B includes all of the site characteristics information for the five sites included in the EIS Scoping Information Report, as well as descriptions of data sources and operational evaluation factors. The approximate property value of each site based on county assessor records is also provided below. .

Lynnwood Link Corridor Site

A description of the north site is presented below and shown in Figure 2.

Figure 2 Potential North Corridor OMSF Site



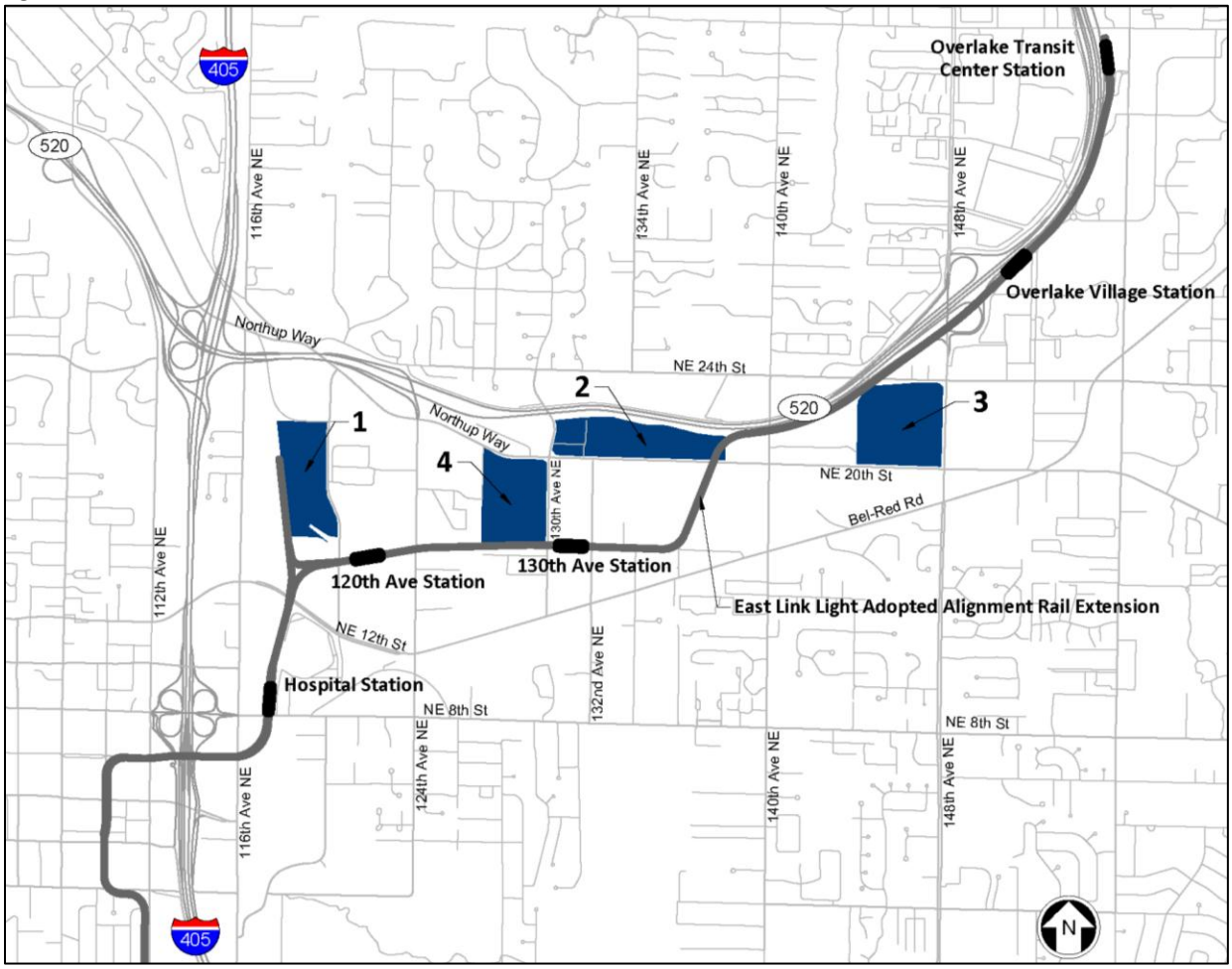
Site 1: 52nd Ave and SW 208th St: site is north of I-5 and east of 52nd Ave W/Cedar Valley Road in the City of Lynnwood. To the north of the site is Scriber Park and to the south is the Interurban Trail. To the east of the site is the Lynnwood Transit Center/Park & Ride. This site is approximately 35.2 acres and consists of 10 parcels with 10 individual property owners.

Lynnwood Link Corridor: Site 1	
Critical Areas	Stream and Wetland
Existing Land Use (by parcel)	Industrial (2), Institutional - School Facilities (1), Office (1), Retail (3), Vacant (3)
Adjacent Land Uses	Residential (SF/MF), Retail, Industrial, Institutional (P&R), Parks and Recreation
Zoning	Business, Tech park, Industrial
Adjacent Zoning	Industrial, Park, Residential, Commercial
System Operating Cost	Neutral to High
Efficiency	Neutral to Low Efficiency
Reliability	Neutral to Low Reliability
Assessed Value (Land/Improvements)	$23.6 million
Key Considerations	**Advantages**: Largest site identified, providing design flexibility. Predominantly flat, requiring minimal earthwork. Portion of site is zoned Light Industrial; only viable site identified in Lynnwood Link Corridor; lowest assessed value of all sites. **Disadvantages:** Lowest performing site for system-wide operations. Adjacent to environmentally sensitive areas (Scriber Creek and wetlands) and park resources (Interurban and Scriber Creek trails; Scriber Lake Park).

East Link Corridor Sites

A description of the four potential sites in the East Corridor are presented below and shown in Figure 3.

Figure 3 Potential East Corridor Sites



Site 1: East of BNSF: site is located between the former BNSF railway corridor on the west and 120th Avenue NE on the east, south of SR 520 and north of NE 12th St in the City of Bellevue. This site is approximately 27.8 acres, comprised of 10 parcels with 8 individual property owners. There is a bike path planned to the west of the site in the BNSF corridor.

East Link Corridor: Site 1	
Critical Areas	Erosion hazard and Steep Slopes
Existing Land Use (by parcel)	Industrial (6), utility road (1) and vacant (3)
Adjacent Land Uses	Auto lot, Industrial, Retail and Office
Zoning	Office and Residential
Adjacent Zoning	Commercial, Residential, Office/Residential and Medical Office
System Operating Cost	Low
Efficiency	High Efficiency
Reliability	High Reliability
Assessed Value (Land/Improvements)	$40.8 million
Key Considerations	**Advantages**: Located adjacent to ST owned former BNSF rail corridor; large portion of site is vacant resulting in fewer business displacements. Generally flat topography, minimizing required earthwork; second lowest assessed value; highest performing site for system-wide operations. **Disadvantages:** Adjacent to environmentally sensitive areas (West Tributary Kelsey Creek and wetlands) to the north. Proximity to East Link 120th Avenue Station has potential for incompatibility with Bel-Red redevelopment goals and zoning designations.

Site 2: South of SR 520: site is south of SR 520 and north of Northup Way/NE 20th St, east of 130th Ave NE and west of 140th Ave NE in the City of Bellevue. This site is approximately 28.7 acres and consists of 16 parcels with 6 individual property owners.

East Link Corridor: Site 2	
Critical Areas	Streams and Steep Slopes
Existing Land Use (by parcel)	Auto lot (1), Industrial (4), Retail (1) and Office (10)
Adjacent Land Uses	Retail
Zoning	Commercial
Adjacent Zoning	Interstate, Commercial, Residential/ Commercial
System Operating Cost	Low to Neutral
Efficiency	High Efficiency to Neutral
Reliability	High Reliability to Neutral
Assessed Value (Land/Improvements)	$55.4 million
Key Considerations	**Advantages**: Located adjacent to and below grade of SR-520. Fewest number of individual property owners affected. Located outside of Bel-Red zoning designations for mixed-use, redevelopment nodes (zoned general commercial). Site location and configuration performs well for system-wide operations. **Disadvantages:** Environmentally sensitive area (Goff Creek) passes through west end of site. Retail uses on and adjacent to site.

Site 3: 148th Ave NE and NE 20th St: site is south of NE 24th St and north of NE 20th St, west of 148th Ave NE and southeast of SR 520 in the City of Bellevue. This alternative site is approximately 34.7 acres, consists of 11 parcels with 10 property owners.

East Link Corridor: Site 3	
Critical Areas	Erosion Hazard and Steep Slopes
Existing Land Use (by parcel)	Industrial (2), Institutional - School Facilities (1), Office (1), Retail (3), Vacant (3)
Adjacent Land Uses	Office (1), Parking Lot (1) and Retail (9)
Zoning	Office and residential
Adjacent Zoning	Office, Residential, Commercial/Residential Overlake Village and Commercial
System Operating Cost	Neutral
Efficiency	Neutral
Reliability	Neutral
Assessed Value (Land/Improvements)	$76.8 Million
Key Considerations	**Advantages**: Second largest site identified, with square configuration providing design flexibility. **Disadvantages:** Greatest number of business and retail displacements. Topography would require substantial earthwork to flatten grade. Second lowest performing site (neutral) for system-wide operations. Large retail business and office complex. Highest assessed value of all sites.

Site 4: 130th Ave NE and Northrup Way: site is south of Northup Way and west of 130th Ave NE in the City of Bellevue. The site is approximately 28.6 acres, consists of 17 parcels with 13 owners.

East Link Corridor: Site 4	
Critical Areas	Steep Slopes
Existing Land Use (by parcel)	Industrial (1), Mining/Quarry/Ore Processing (1), Office (1), Parking lot (2), Retail (3) and Vacant (2)
Adjacent Land Uses	Institutional (School) and Retail
Zoning	Business, Tech Park, Industrial
Adjacent Zoning	Commercial and Residential
System Operating Cost	Low to Neutral
Efficiency	High Efficiency to Neutral
Reliability	High Reliability to Neutral
Assessed Value (Land/Improvements)	$46.0 million
Key Considerations	**Advantages**: Square to rectangular site configuration providing design flexibility. Site location and configuration performs well for system-wide operations. **Disadvantages:** Adjacent to environmentally sensitive areas (West Tributary Kelsey Creek and wetlands) to the west. Topography would require substantial earthwork to flatten grade. Immediately adjacent to East Link 130th Avenue Station; greatest potential for incompatibility with Bel-Red redevelopment goals and zoning designations.

Public Input

Since the start of the project in May 2012, staff has conducted briefings with local jurisdiction staff, city council's and other stakeholders in both the north and east corridors. Sound Transit established a project website prior to the start of environmental scoping, which included ways for the public to comment on the project. Sound Transit held environmental scoping meetings on October 8th in Bellevue, an agency meeting on October 9th and October 11th in Lynnwood. The scoping meetings were attended by over 100 participants and 5 agencies attended the agency/tribal coordination meeting. Over 120 comments were submitted by the public at either the scoping meetings or on the ST project website. Comments were also received from local jurisdictions, businesses and stakeholders. Scoping comments are discussed in more detail in the *Link Operations and Maintenance Satellite Facility Scoping Summary Report* in Appendix A.

Alternatives Suggested During Scoping

Several additional site alternatives were suggested for consideration during the scoping period (see Appendix A). Staff reviewed each suggested location and found that the additional locations do not meet the primary OMSF criteria described earlier. Specifically, suggested sites were either too small to accommodate OMSF functions or were located too far from an ST2 planned or operating light rail segment.

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Appendix A
Link Operations and Maintenance Satellite Facility Scoping Summary Report

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LINK OPERATIONS & MAINTENANCE SATELLITE FACILITY

Environmental Scoping Summary Report

October 2012

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Introduction

From September 17 to October 22, 2012, Sound Transit (the Central Puget Sound Regional Transit Authority) and the Federal Transit Administration (FTA) conducted public scoping for the Link Operations & Maintenance Satellite Facility (OMSF) Environmental Impact Statement (EIS). Scoping supports the environmental review process requirements of the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). FTA and Sound Transit have determined that the project has the potential to result in significant environmental effects, and an EIS is needed. Scoping allows the public, agencies, and tribes to learn about and provide comments to help guide the EIS review for the proposed project.

This Scoping Summary Report summarizes the scoping process and the comments Sound Transit and FTA received. Sound Transit and FTA are considering the comments as they identify the range of alternatives and potential environmental issues to be evaluated in the EIS.

Project Description

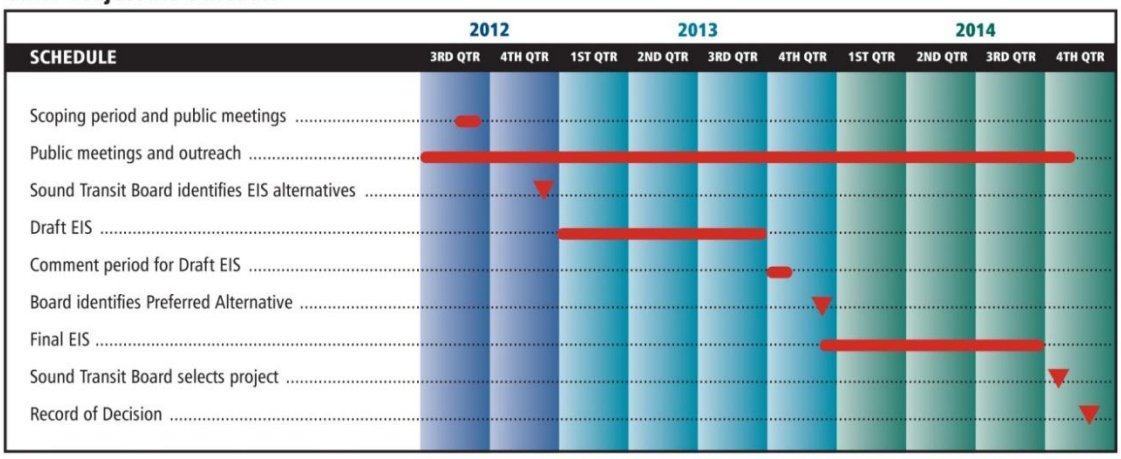
Sound Transit is currently implementing a system-wide expansion of Link light rail transit service throughout its service area. This expansion is part of the ST2 Plan of transit investments approved by voters in November 2008.

The ST2 Plan includes light rail extensions from Seattle to Overlake in Redmond, Northgate to Lynnwood, and SeaTac to Kent/Des Moines. To implement the ST2 expansion, Sound Transit will have to increase its light rail vehicle fleet to approximately 180 vehicles by 2023. The existing light rail operations and maintenance facility (OMF) is located on a 25-acre site south of South Forest Street and west of Airport Way in the industrial area south of Downtown Seattle, and is configured to serve 104 vehicles. Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs.

Link Light Rail OMSF EIS Schedule

The proposed schedule for the Link light rail OMSF environmental review process is shown below. It is subject to revision based on the Sound Transit Board decision-making process.

OMSF Project EIS Schedule



The Scoping Process

The NEPA and SEPA scoping process began with formal notices to prepare an EIS, accompanied by advertisements and other public notices and outreach materials. For NEPA, a Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on September 17, 2012. For SEPA, a scoping notice was published in the State's SEPA register on September 19, 2012. Sound Transit also provided links to the notices at www.soundtransit.org/omsf.

The scoping comment period was held from September 17 to October 22, 2012. During this time, Sound Transit and FTA asked the public to provide comments on the proposed purpose and need statement, environmental issues for evaluation in the EIS, and the potential alternatives being considered for study in the draft EIS. Scoping was conducted by Sound Transit and FTA in consultation with other agencies, including the Washington State Department of Transportation; Snohomish and King counties; the cities of Lynnwood and Bellevue; potentially affected tribes; and other regional, state and federal agencies.

Notice and Advertisements

In addition to the formal EIS scoping notices, Sound Transit and FTA used several other public notice and involvement tools to notify and engage the public and agencies during scoping. Sound Transit sent postcard notices to 57 government and community relations stakeholders, 88 social service organizations, and over 11,400 addresses located within half a mile of the potential OMSF site alternatives. Language translations for OMSF project notices and literature were offered in Chinese Mandarin, Hindi, Japanese, Korean, Russian, Spanish, and Vietnamese.

On-line advertisements of the public scoping meetings were posted on the following sites:

- Bellevue Patch
- Bellevue Reporter
- The Daily Herald
- Lynnwood Today
- MLT News
- My Edmonds News
- PubliCola (Seattle Met)
- Redmond Reporter
- Seattle Transit Blog
- Snohomish County Business Journal

Print advertisements of the public scoping meetings were published in the following:

- Bellevue Reporter
- The Daily Herald
- La Raza
- Redmond Reporter
- Russian Reklama
- Seattle Chinese Post
- Snohomish County Business Journal

Background Materials

To provide additional information about the purpose and need for the OMSF project and how the EIS will be conducted, the agency prepared the following publications and made them available on the project website and at public meetings during the scoping process:

- *Environmental Scoping Information Report:* a summary of the current environmental scoping effort, which provides background for the project, the draft purpose and need statement, the potential site alternatives being considered for study in the EIS, the potential environmental topics to be reviewed in the EIS, and the project EIS schedule.
- *Draft Coordination Plan*: a summary of the plan to engage the public, agencies and tribes throughout the environmental review process.
- Copies of the *SEPA Determination of Significance* and *Notice of Intent to Prepare an EIS.*

Public and Agency Scoping Meetings

Two public scoping meetings and one agency meeting were held during the scoping period. Approximately 100 people attended the public meetings. Staff from five of the 31 invited agencies and tribes attended the agency meeting.

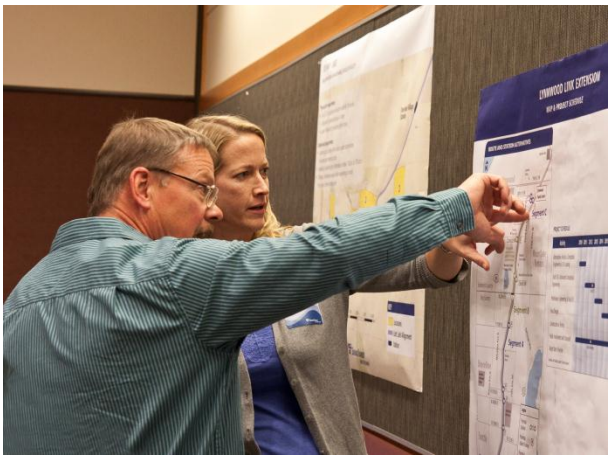
Public Meetings		
October 8, 2012 4-6 p.m.	Highland Community Center 14224 Bel-Red Road Bellevue, WA 98007	70 Attendees (63 signed in)
October 11, 2012 5-7 p.m.	Lynnwood Convention Center 3711 196th Street SW Lynnwood, WA 98036	30 Attendees (26 signed in)
Agency and Tribal Meeting		
October 9, 2012 1-3 p.m.	Ruth Fisher Board, Union Station 401 S. Jackson Street Seattle, WA 98104	5 agencies

Public Meetings

The public meetings used an "open house" format combined with a presentation and Question and Answer session. Meetings had sign-in areas, comment forms, and information stations with displays and background materials. Project staff were available to listen and answer participant's questions. In the presentations, Sound Transit and FTA staff described the purpose of the scoping process; the background, purpose, and need for the project; and took questions from the audience. Some of the more common topics were:

- Compatibility of the project with neighboring land uses
- Compatibility of the project with future land use plans
- Displacement of businesses

- Property values
- Safety and security
- Noise
- Light and glare
- Visual quality
- Wetlands
- Parks and trails
- Process for identifying potential sites
- Relationship of the OMSF to the East Link and Lynnwood Link extensions



Agency Meeting

Sound Transit and FTA hosted an agency meeting for federal, state and local agencies and tribal governments. Following a similar format as the public meetings, attendees were given a presentation overview of the project and then engaged in a group Q&A session. Agency representatives from FTA, WSDOT, the cities of Lynnwood and Redmond, and Edmonds School District attended this meeting.

Summary of Written Comments

Throughout the scoping period, September 17 through October 22, Sound Transit and FTA received 124 comments. There were twenty-seven (27) Project Comment Forms submitted at Public Meetings. Four (4) local jurisdictions, two (2) federal and state agencies, two (2) county and regional agencies, eleven (11) associations, organizations and/or businesses and ninety-seven (78) individual citizens provided comments by email, USPS, and on the ST OMSF project web page. Copies of all scoping comments submitted to Sound Transit are available for review at Sound Transit's offices at 401 S. Jackson Street, Seattle, Washington 98104-2826 or by contacting Luke Lamon at (206) 903-7469 or email: luke.lamon@soundtransit.org.

Citizen Comments Submitted to ST				
	Bellevue	**Lynnwood**	**Other**	**Total**
On-Line, E-Mail, and USPS Mail	71	19	7	97
Scoping meeting attendees	25	2	-	27
Total	**96**	**21**	**7**	**124**

General Comments about the Project

- Information about carbon footprint of the OMSF project should be made available.
- Sound Transit should evaluate sites in relation to prime retail that would be displaced.
- Potential OMSF sites conflict with transit oriented development anticipated and planned for in coordination with light rail system expansion.
- Cost estimates should be prepared for life cycle costs.
- Siting the OMSF in Bellevue is not consistent with Bellevue's Bel-Red land use planning efforts.
- The OMSF sites would be a nuisance for children.

- Protection of neighborhoods by sound and visual screening will be important.
- Consideration should be given to using the roofs of some of the OMSF buildings for uses compatible at the site, either commercial or recreational.
- Sound Transit's existing OMF is located in an industrial area; however, the OMSF site in Lynnwood is in a residential area.
- OMSF sites located east of Lake Washington should only serve rail cars used on the East Link.
- The "pinch point" created when west bound trains on I-90 can only travel north to the transit tunnel (via D-2 road) should be fixed before the East Link is built
- Find an additional rail yard in an industrial zoned site in the SODO area.
- Use the existing facility for maintenance and operations.

Comments Specific to OMSF Site Alternatives

Lynnwood Link Corridor

1: 52nd Ave and SW 208th St - Impacts to the residential community adjacent to the site were a main concern of respondents. Traffic, noise, and light pollution were all documented as concerns; one comment suggested this site buffers the adjacent residential community from the impacts of I-5, an OMSF development will reduce the neighborhood's buffer. Critical areas (wetlands and ecosystems) north of the site at Scriber Creek Park were documented as a concern; other concerns included the potential to impact the Interurban Trail. Comments indicated support for the Edmonds School District and their ability to carry out the District's plans for the site. Some responders thought impacts of an OMSF would disproportionally affect low income and minority residents.

East Link Corridor

1: East of BNSF – Of the four East Link Corridor potential sites, there were multiple respondents who indicated this location would be preferred. . Respondents typically pointed out it already contains industrial uses. Lower visibility to residential uses was cited as reason to advance analysis of this site. Concerns were expressed that the site will negatively impact potential transit oriented development, given its proximity to the East Link 120th Ave Station. Impacts to the Spring District development plans and the Lake Bellevue residents were also concerns.

2: South of SR 520 - Comments stated that this site has had recent building upgrades and new commercial structures; the site was reported to have a diverse range of commercial businesses, new and established. Loss of tax revenue was cited as an impact of concern at the site. Some comments documented concerns regarding the presence of wetlands. Concerns for noise and visual impacts to residential land uses north of this site were expressed by many commenters. A limited number of respondents believed this site to be appropriate due to its proximity to SR 520.

3: 148th Ave and NE 20th St - This site was the least popular with virtually no supportive comments from the community. Retail businesses on and adjacent to the site also requested it not be given further

consideration. The site would displace Fred Meyer and several other retail businesses. Some commenters believed displacement of Fred Meyer would be too costly, others indicated the loss of Fred Meyer would disproportionally impact minority and low income members of the community. Concerns regarding loss of jobs and tax revenue were expressed. The cost of purchasing the site and relocating businesses and the impacts to businesses and their employees was thought to be greater than the costs and impacts at other potential sites.

4: 130th Ave NE and NE 20th St - This site was given some support by respondents as a potential area for development of an OMSF, noting it already contains industrial uses. A part of the site is occupied by Republic Services. The OMSF would displace their services which are described by their representative as being critical to providing customers efficient recycling and solid waste services. Designing an OMSF at the site was thought by some to be challenging due to topography. Being adjacent to the 130th Ave Station, some felt use of the site would negatively impact potential for transit oriented development at the station, in conflict with the goals of the Bel-Red planning efforts.

Comments about OMSF Environmental Impacts

- Visual nuisance of an OMSF; noise and light pollution from operations and maintenance occurring at night adjacent to residential neighborhoods; depreciation of property values; and damage to environmentally sensitive areas were concerns of both Lynnwood and Bellevue residents.
- Sites in Bellevue may impact water quality of Lake Bellevue.
- The OMSF will increase light rail transit vehicle operations in Bellevue, which will impact automobile traffic; concerns of impacts to pedestrians were also expressed.
- Sites identified for an OMSF will negatively impact community retailers, commercial development, and existing and planned residential land uses.
- Reduction in tax revenue for the cities.
- Construction impacts to adjacent residential properties, such as dust, access, and noise are concerns.
- An OMSF could increase criminal activity.
- Properties adjacent to the OMSF sites in Bellevue are impacted by the noise of 520 and I-405, an OMSF will likely increase noise in the area.
- Whistle noise and rail wheel squeal carry a long distance, these impacts should be addressed and a good mitigation plan for impacts from operations should be developed.

Suggested OMSF Site Alternatives

Some comments suggested alternative sites be considered for the OMSF:

- "Auto Row" along 116th Ave NE south of NE 8th St in Bellevue.
- Alderwood Mall (north of I-5, south of 184th Street SW, east of 33rd Avenue West) in Lynnwood.

- Paine Field area, west of the Everett Mall, in the City of Everett.
- A location of an OMSF site in Pierce County
- Short spur at the end of the East Link on the Microsoft Campus (the "Hines Site").
- Two or three smaller parcels along each rail line should be identified for further study and operations and maintenance functions should be separated to the extent possible.
- Fircrest Residential Habilitation Center for the Developmentally Disabled in the City of Shoreline
- Metro Bus Base sites in the City of Shoreline
- Nile Shrine Golf Course in Mountlake Terrace

Comments from Local Jurisdictions, Agencies, and Businesses

Local Jurisdictions

City of Bellevue

The City of Bellevue requested more time for the City to respond to ST's Scoping Notice; the Bellevue City Council will be submitting a more detailed comment letter prior to ST's Capital Committee meeting on November 8, 2012. The City suggested four additional sites be considered as potential OMSF sites (in the cities of Shoreline, Mountlake Terrace, and Redmond).

City of Lynnwood

The City of Lynnwood passed Resolution No 2012-07 on October 22nd 2012. The resolution documents the City's request to remove the Lynnwood site from Sound Transit's list of candidate sites. A predominant theme in the resolution references the Edmonds School District, which owns the majority of the site, and its multi-year planning and design efforts which are "financially, sequentially, and organizationally linked to multiple District property and school sites" that would be redeveloped to provide long-term revenue streams for district capital facilities. The resolution notes that these efforts have been facilitated through a property tax levy passed in 2006.. The resolution also documents concerns about social justice issues with potential to impact the adjacent affordable residential neighborhood. The City was also concerned about the sites proximity and potential impacts to the Interurban Trail (linear park on the south side) and Scriber Creek (salmonid bearing waterway north of the site) and potential loss of flood storage capacity.

City of Redmond

The City of Redmond requested the OMSF site along 148th Avenue NE be removed from the list of candidate sites. The City indicated they recognize that an OMSF will not likely produce a great deal of noise, odor, or glare impacts on adjacent land uses, but was concerned about land use impacts due to the potential OMSF sites consumption of land in close proximity to the Overlake Village Station. The City believes the land is better suited for more intense urban land use, such as retail and office that could benefit from proximity to the Overlake Regional Growth Center. The City of Redmond documents Assessor's data and states that the site has an assessed value of $76.8 million, exceeding the value of all other sites by $21 million.

As part of their comment letter, the City requested ST analyze the potential to sell air rights at OMSF sites moved into the DEIS. The City also indicated they no longer support locating an operations and maintenance facility in Southeast Redmond (to serve both the North and East corridors with full build out of spine network); the City rescinded their support for a future OMSF as the size required has grown from 11-15 acres to 20-25 acres. The City provided a comment on the Purpose and Need of the Scoping Report, requesting language be amended and clarified.

County & Regional Agencies

King County Department of Transportation

King County DOT indicated that four of the five sites were adjacent to or close to Metro Transit's East Base and Bellevue Base (1975 & 1790 124th Avenue NE). The County indicated they foresee the potential for rail crossings to affect vehicle queue lengths and turning movements on the adjacent street system, potentially impacting bus deployments from their bases. The County indicated they wanted ST to avoid or mitigate temporary and permanent impacts on existing and planned operations. The County also suggested that ST consider providing base capacity for ST coaches as well as light rail vehicles at the OMSF site, as it would be prudent to address future bus capacity issues to accommodate growth of the ST's bus system.

State

Washington State Recreation and Conservation Office (RCO)

The RCO submitted a letter to notify Sound Transit that two of the potential OMSF sites could impact parks and recreation grants received by the City of Lynnwood and the City of Bellevue. The Interurban Trail is adjacent to the Lynnwood site on the south. The City of Lynnwood received a RCO grant to develop this multi-use trail in 1992. The City of Lynnwood has obligations to the RCO as a condition of receiving grant funding for the development of the Interurban Trail. The RCO also noted the project's potential to impact Scriber Lake Park, immediately north of the Lynnwood OMSF site. This park has been improved with grant funding from the Land and Water Conservation Fund. The OMSF Site 2 in the City of Bellevue (adjacent to SR 520) is located approximately a quarter mile from the Highland Park in the City of Bellevue. Highland Park is on the south side of NE 20th Street and east of 140th Avenue NE. Bellevue used an RCO grant to construct a 14,000-square-foot, lighted outdoor skate park in Highland. The City of Bellevue has obligations to the RCO as a condition of receiving grant funding for the development of the skate park facility at Highland Park.

Federal

US Environmental Protection Agency Region 10

The EPA recommended additional issues for consideration for analysis in the project's EIS, including: vulnerable populations, redevelopment opportunity, ecosystems (aquatic resources, source water protection areas, wildlife and fish habitat connectivity), air toxics and construction emissions mitigation,

community impact assessment, tribal consultation, climate change, invasive species, and green buildings and management practices.

Organizations and Businesses

Bellevue Chamber of Commerce

The Bellevue Chamber of Commerce submitted a comment letter opposing siting an OMSF within the City of Bellevue. The Chamber indicated an OMSF would negatively impact Bellevue business owners and Bellevue taxpayers. The Bellevue Chamber of Commerce supports the development of an OMSF at the site in Lynnwood.

Bridle Trails Community Club (BTCC)

The BTCC requested additional time to comment on the scoping alternatives. The BTCC is opposed to all locations in the Bel-Red corridor, citing years of work and study by the City of Bellevue to plan and rezone the area from light industrial to mixed use office and residential uses.

The Burnsteads & Pine Forest Properties, Inc.

Both companies submitted comments concerning land use. The letters indicated that the City's plans for the Bel-Red area anticipate removing industrial uses and converting these lands to land use designations associated with transit oriented development (TOD). Land use adjacent to the planned light rail stations was thought to be reserved for TOD; the consumption of 20-25 acres of land in the Bel-Red area was believed to be in conflict with planned uses. The comment requested ST site the new OMSF in an industrial zoned area.

Edmonds School District

The Edmonds School District owns the majority of the property at the Lynnwood OMSF site. The District provided a summary of their overall facilities planning that involves the property. The District has indicated the use of the site for an OMSF is not compatible with their programming, plans, and eventual use of the site as a District Support Center. In meetings with the District, ST has previously discussed potential for partial use of the site, but the District indicated in their comment letter that this option is an unacceptable compromise that disrupts their Master Plan process and timeline. The District opposes the site as a candidate for an OMSF. Without complete use of their property; they believe they could not meet their pledge to the community per a 2006 bond approved by the voters of the District.

Fred Meyer

Fred Meyer stores submitted a comment letter objecting to consideration of the site (Site 3 at 148th Avenue NE) for use as OMSF. The comment letter requested the site not be further considered due to the impacts an OMSF would have on the 230 employees (70% Union), the tax base of the local, county, and state governments, and because of the negative impact to retailers adjacent to the Fred Meyer site, which were assumed to suffer a decline in retail business due to the loss of the Fred Meyer.

JC Auto Restoration

Owners of JC Auto Restoration, located adjacent to the Lynnwood site, provided a comment letter regarding the potential OMSF site and the Lynnwood Link alternative alignments. The letter indicated hardships the small business and others in the area may face as an impact of development of an OMSF.

The letter indicated the development may disproportionally impact an underserved and economically disadvantaged population.

MJR Development

MJR Development submitted a comment letter regarding both the Lynnwood OMSF site and the Lynnwood Link alternative alignments. The comment letter demonstrated impacts to MJR as a property owner at the site; impacts of concern included air quality, noise, vibrations, ecosystems, water resources, geology, soils, hazardous materials, parklands, electromagnetic fields, utilities, construction impacts, cumulative impacts, and the general overall impacts to their property holdings.

Move Bellevue Forward (MBF)

Move Bellevue Forward (non-partisan, grassroots city-wide coalition of residents, businesses, non-profit organizations and community leaders) indicated they were concerned that OMSF sites in Bellevue could impact land use goals of the Bel-Red plan. MBF recommended moving OMSF site 1 in Lynnwood into the DEIS process; Site 2 in Bellevue (adjacent to SR 520) was also recommended to be moved forward into the DEIS process as it is located outside of the Bel-Red Corridor development nodes; MBF requested that an economic and land use analysis be included in the DEIS if Site 1 (adjacent to BNSF) was moved forward. MBF was not supportive of further analysis of sites 3 or 4 due to retail and economic impacts of Site 3 and Site 4's location in the Bel-Red corridor redevelopment node.

Republic Services

A part of Site 4 in Bellevue is occupied by Republic Services (formerly Allied Waste/Rabanco). The OMSF would displace their services which was stated in their comment letter as being critical to providing customers efficient cost effective recycling and solid waste services. Republic stated they recently invested $14.2 million to bring compressed natural gas collection vehicles to the east site and an onsite fueling station that accommodates 100 trucks. Republic asked that the site not be given further consideration for the development of an OMSF.

Sears Holdings

The Sears Roebuck and Co. provided comments requesting Site 3 (along 148th Ave NE) not be considered a candidate site. Sears position was that the use of this site for an OMSF will dilute the retail synergy achieved by the existing retail operations. Sears relies on proximity to other retailers. Sears believes the use of the site for an OMSF is not the appropriate land use as it is adjacent to an urban center. Sears also noted the costs of the site and for relocations as being an impediment to the development of an OMSF.

Snohomish County PUD

Snohomish County PUD indicated they were unable to determine if sufficient electric system capacity would be available at the Lynnwood OMSF site. The existing electrical system facilities may require upgrades for the OMSF development. The Snohomish County PUD requested information be made available to their staff regarding OMSF electrical load requirements when available.

Wright Runstad & Company (WRC)

The Wright Runstad and Co. investment, builders, and estate asset managers sent a letter with comments on the OMSF project. WRC's position was the OMSF sites shown within the City of Bellevue were not consistent with the "transit friendly land use policies" of the Bel-Red Sub Area Zoning. In particular the sites 1 and 4 were requested to be eliminated from consideration because of the

proximity of these sites to the East Link 120th and 130th Avenue Stations. WRC also requested that the EIS include evaluation of potential sites with regard to TOD potential, joint use potential (between the OMSF and mixed uses), and identify specific potential or likely joint uses at each site (e.g., combinations of office, multifamily, and retail development; and shared parking facilities).

Next Steps

Draft Environmental Impact Statement

The public and agency comments received during scoping will help Sound Transit (at the direction of the Sound Transit Board) and FTA refine the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS.

The Draft EIS, which is planned for release in the second or third quarter of 2013, will provide an in-depth analysis of the Operations and Maintenance Satellite Facility alternatives. Sound Transit and the FTA will circulate the Draft EIS to affected local jurisdictions, state and federal agencies, community organizations, environmental and other interest groups, and interested individuals. The document will also be available at Sound Transit offices, public libraries, and community centers. A 45-day formal public comment period on the Draft EIS will extend from the date of issuance of the document. In addition, a public hearing will be held during the comment period to receive verbal testimony.

After the close of the Draft EIS public comment period, the Sound Transit Board will consider public comments as well as the information in the Draft EIS when it identifies the preferred alternative for the Final EIS.

Final EIS

The Final EIS will complete the analysis of the preferred alternative along with the other proposed build alternatives and No-Build Alternative, and it will respond to the comments received on the Draft EIS. Work on the Final EIS is expected to begin in late 2013 with publication scheduled for 2014.

Record of Decision

After the publication of the Final EIS, FTA is expected to release a Record of Decision (ROD). The ROD documents findings by FTA that the project has met the requirements of NEPA and related environmental regulations. It describes the project, alternatives considered, the public opportunity to comment, the public comments and responses, the basis for the decision to approve the project, and mitigation measures required.

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Appendix B
EIS Scoping Site Characteristics

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Appendix B: EIS Scoping Site Characteristics*

	North	East			
	Site 1	**Site 1**	**Site 2**	**Site 3**	**Site 4**
Physical & Environmental					
Jurisdiction	Lynnwood	Bellevue	Bellevue	Bellevue	Bellevue
No. Property Owners	10	8	6	10	13
No. of Parcels	10	10	16	11	17
Parcel Size (acres)	35.2	27.8	28.7	34.7	28.6
Critical Areas	• Stream • Wetland	• Erosion Hazard • Steep Slopes	• Stream • Steep Slopes	• Erosion Hazard • Steep Slopes	• Steep Slopes
Existing Land Use (by parcel)	• Industrial (2) • Institutional - School Facilities (1) • Office (1) • Retail (3) • Vacant (3)	• Industrial (6) • Utility Road (1) • Vacant (3)	• Auto Lot (1) • Industrial (4) • Office (10) • Retail (1)	• Office (1) • Parking Lot (1) • Retail (9)	• Industrial (8) • Mining/Quarry/ Ore Processing (1) • Office (1) • Parking Lot (2) • Retail (3) • Vacant (2)
Adjacent Land Uses	• Residential (SF/MF) • Retail • Industrial • Institutional (P&R) • Parks and Recreation	• Auto Lot • Industrial • Retail • Office	• Retail	• Institutional (School) • Retail	• Auto Lot • Industrial • Retail
Parks	North: Scriber Park South: Interurban Trail	Planned bike path immediately west	None	None	None
Topography	Flat	Flat with Steep slopes	Rolling with Steep Sloes	Rolling with Steep Slopes	Rolling with Steep Slopes
WDFW Priority Habitats	Aquatic Habitat (palustrine)	Aquatic Habitat (palustrine)	None	None	None
Zoning	• Business • Tech park • Industrial	• Office • Residential	• Commercial	• Office • Residential	• Commercial • Residential
Adjacent Zoning	• Industrial • Park • Residential • Commercial	• Commercial • Residential • Office/Residential • Medical Office	• Interstate • Commercial • Residential/ Commercial	• Office/Residential • Commercial/ • Residential • Overlake Village • Commercial	• Commercial • Residential
System & Facility Operations Environmental					
Lead Track Length	~950	~160	~168	~500	~160
System Operating Costs	4	1	2	3	2
Efficiency	4	1	2	3	2
Reliability	4	1	2	3	2
Regional Plan Consistency					
ST Long Range Plan Vision 2040 Transportation 2040	Consistent	Consistent	Consistent	Consistent	Consistent

* See below, for a detailed description of each site characteristic

EIS Scoping Site Characteristics

The characteristics of the five sites identified in the Scoping Report are shown in the table above and described below:

Physical and Environmental

Parcels, Size, and Ownership

GIS parcel map data and County assessor records were assembled to illustrate land needed for each potential site. Each site documents the number of parcels, total acreage, and number of property owners comprising that site. If it was determined any portion of a parcel was needed, the entire parcel was inventoried. This results in some potential OMSF sites with total acreage counts considerably greater than the approximately 20 to 25 acres needed to serve OMSF functions.

Critical Areas

Washington State's Growth Management Act (GMA; Chapter 36.70A RCW) requires all cities and counties to identify critical areas within their jurisdiction and develop regulations to protect them. As defined by the GMA: *"Critical areas" include the following areas and ecosystems: Wetlands; areas with a critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas.* Both the GMA and local municipalities' critical areas ordinances place values on the protection of ecosystems supported by the critical areas described below. This memo documents the unique critical areas present on potential OMFS sites, based on available data sources as described below.

- Erosion hazard areas are those areas thought to be underlain by soils that are subject to severe erosion when exposed. Development adjacent to or within erosion hazard areas is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal geographical information systems (GIS) information.
- Liquefaction prone areas are lands typically underlain by cohesion-less soils of low density usually in association with a shallow groundwater table that loses substantial strength during earthquakes. Development on liquefaction prone areas is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal GIS information.
- Steep slopes are areas susceptible to sliding or other geological event, because of their conditions; these areas pose a threat to health and safety when development is sited too close. Development adjacent to steep slopes is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal GIS information.
- Streams provide habitat for chinook, coho, sockeye, steelhead, cutthroat trout, waterfowl and other fish and wildlife. Streams are regulated by local jurisdictions, state agencies (like Washington Department of Fish and Wildlife), and federal agencies depending on the waterbody and habitat present. This information was collected from both King and Snohomish County and local municipal GIS information.

- Wetlands help to slow down stormwater runoff, which helps to prevent flooding and erosion, and serve as a habitat for fish and wildlife. Wetlands are regulated by local jurisdictions, the US Army Corps of Engineers and Washington State Department of Ecology. This information was collected from both King and Snohomish County and local municipal GIS information.

Existing Land Use

Existing land uses within the boundaries of potential OMSF sites and on adjacent properties was reviewed during windshield surveys of the sites, and subsequently documented using Snohomish and King County assessor's data. Existing land uses on parcels contained within potential OMSF sites are characterized as land use categories such as: Auto Lot, Institutional (*various*), Single Family Residential (SFR), Multi-Family Residential (MFR), Office, Parking Lot, Industrial, Retail, ROW/Utility Road, and Vacant.

Parks

No existing or planned public parks or trails were identified within the potential OMSF sites; however, some of the potential OMSF sites are located adjacent to existing or planned parks and trails.

Topography

To meet the functions of the OMSF, the site needs to be relatively flat. Potential sites with steep or uneven topography will require grading to achieve O&M functions. General descriptions of topography at potential OMSF sites were assigned a general topographic description: flat, rolling, hilly, or steep slopes.

Zoning

Zoning designations at and adjacent to potential OMSF sites were reviewed and documented.

System and Facility Operations

Length of Lead Track

The linear length of lead track from the revenue line adds capital costs and potential traffic impacts. The length of lead tracks from for the potential OMSF sites was approximated using current designs of the revenue plans and measured from the revenue line to where lead track touches ground in the OMSF.

System Operating Costs

System operating costs are defined as the cost to deploy trains from the OMSF site to meet the morning peak service period (6:00 am to 10:00 am), return trains to the OMSF during the mid-day, redeploy trains for the afternoon peak service period (3:00 pm to 6:30 pm), and recover the trains at the end of service without generating extra non-revenue moves or rebalancing of the fleet that would impact the 1:00am to 5:00am nightly inspection and maintenance window. A scale from 1-5 was used to qualitatively measure the potential system operating costs with low operating costs rated 1 to high operating costs rated 5.

Operating cost scale

1 – Low
2 – Low to neutral
3 – Neutral
4 – Neutral to High
5 – High

Efficiency

Minimizing the amount of movements between an OMSF site and the existing OMF for special maintenance or inspection is a measure of system efficiency. A scale from 1-5 was used to qualitatively measure the potential efficiency of each of the OMSF sites. A rating of 1 would mean the site is highly efficient and a rating of 5 would mean the site has a low efficiency.

Efficiency scale

1 – High efficiency
2 – High efficiency to neutral
3 – Neutral
4 – Neutral to low efficiency
5 – Low efficiency

Reliability

Reliability is measured as to how the OMSF location allows for the deployment of trains and the need to rebalance service due to a disruption in service or the result of a train failure while minimizing the number of train movements. The more complex the train movements, the less stable and less reliable the system becomes. A rating of 1 would mean the location of the OMSF is such that it would minimize train movements and a rating of 5 would require more complex the train movements.

Reliability scale

1 – High reliability
2 – High reliability to neutral
3 – Neutral
4 – Neutral to low reliability
5 – Low reliability

Regional Plan Consistency

Potential OMSF sites are required to help meet the future planned needs and programming requirements as documented in the Sound Transit Light Rail system as documented in the Sound Transit Regional Transit Long-Range Plan, Vision 2040, and Transportation 2040.